

Fuel Oil non-availability report

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| Name of Vessel: | <i>Dalarna</i> | Flag: | <i>SNG</i> | | IMO Number: 9626120 |
| (if other relevant registration # enter here) : | | | | | |
| Provide a description of the vessel's voyage plan in place at the time of entry into the North American ECA (Attach copy of plan if available) : | | | | | |
| Pyeong Taek - Stewart - Hawk Inlet - Skagway - Naoshima | | | | | |
| Port of Origin: | Pyeong Taek | Date: | 05-09-2014 | | |
| Port of Destination: | Stewart | First US port of Arrival: | Hawk Inlet | | |
| Date vessel first received notice that it would be transiting in the N. American ECA: | | | | | 27-08-2014 |
| Vessel's location at the time of notice: | | Pyeong Taek | | | |
| Date/Time ship operator expects to enter N American ECA: | | | 20-09-2014 / 11:45 UTC | | |
| Date/Time ship operator expects to exit N American ECA: | | | 12-10-2014 / 12:00 UTC | | |
| Projected days ship's main propulsion engines will be in operation within N American ECA: | | | | | 4.5 days |
| Sulfur content of fuel oil in use when entering and operating in the N American ECA: | | | | | 3.14% |
| Provide a description of actions taken to attempt to achieve compliance prior to entering North American ECA, including a description of all attempts that were made to locate alternative sources of compliant fuel oil, and a description of the reason why compliant fuel oil was not available: | | | | | |
| LSF was supplied in Pyeong Taek, but after testing the bunker, initial results indicate off spec bunkers (Aluminum and Silicon Parameters are above the Limit). An official second testing is running right now. | | | | | |

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| Name of suppliers contacted: | Address: | Date of contact: |
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| In case of fuel oil supplied disruption only | | |
| Name of port at which vessel was scheduled to receive compliant fuel oil: | | - |
| Name of the fuel oil supplier was scheduled to deliver (and now reporting the non-availability):- | | |
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| If Applicable |
| Describe any operation constraints that prevented using available compliant fuel oil (e.g. with respect to viscosity or other fuel oil parameters): |
| LSF was supplied in Pyeong Taek, but after testing the bunker, initial results indicate off spec bunkers (Aluminum and Silicon Parameters are above the Limit). An official second testing is running right now. |
| Specify steps you have taken, or are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blends: |
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| Describe availability of compliant fuel oil at the first port-of-call in the United States, and plans to obtain that fuel oil: | | | | | | | |
| No bunkers available at Stewart, Hawk Inlet and Skagway | | | | | | | |
| If compliant fuel oil is (was) not available at the first port-of-call in the United States, list the lowest sulfur content of available fuel oil(s) or the lowest sulfur content of available fuel oil at the next port-of-call in the United States: | | | | | | | |
| Nil | | | | | | | |
| List below U.S. ports visited in the last 12 months: | | | If vessel or owner/operator has submitted a Fuel Oil Non-Availability Report to the United States Government in the previous 12 months, list the number of Fuel Oil Non-Availability Reports previously submitted and provide details on the dates and ports visited while using non-compliant fuel oil: | | | | |
| Name | Date | Did vessel use compliant fuel oil? (yes/no) | | | | | |
| a) - | - | - | Report | Date | Port | Type of Fuel | Comments |
| b) | | | 1) - | - | - | - | - |
| c) | | | 2) | | | | |
| d) | | | 3) | | | | |
| e) | | | 4) | | | | |
| Ship Master Name: | | Dominik Klamerek | | Ship Operator Name: | | Jan Schwartz | |
| Legal Agent in the U.S.: | | North Pacific Maritime | | Ship Owner Name: | | F. H. Bertling Chartering & Ship Management | |
| Name of designated Corporate Official: Frank Busacker | | | | | | | |
| Address (Street, City, Country, Postal Code): | | | Willy-Brandt-Allee 6, Lübeck, Germany, 23554 | | | | |

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| I hereby certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and complete. I am aware that there are significant penalties for knowingly submitting false statements and information, including possibility of fines and imprisonment pursuant to 18 U.S.C. 1001 | | |
| Signature | Print Name | Date |
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